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ORDINANCE NO. 2224

AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, ADOPTING CHANGES TO THE CITY OF ISSAQUAH COMMUTE TRIP REDUCTION (CTR) PLAN PER RCW 70.94.527 WHICH REQUIRES LOCAL CTR PLANS AND ORDINANCES TO BE CONSISTENT WITH THE STATE LAW AND THE GUIDELINES ESTABLISHED BY THE CTR TASK FORCE; SPECIFICALLY AMENDING THE FOLLOWING SECTIONS OF THE ISSAQUAH MUNICIPAL CODE: SECTION 10.46.010 ENTITLED "DEFINITIONS," SECTION 10.46.020 ENTITLED "COMMUTE TRIP REDUCTION GOALS," SECTION 10.46.060 ENTITLED "APPLICABILITY," SECTION 10.46.070 ENTITLED "REQUIREMENTS FOR AFFECTED EMPLOYERS," SECTION 10.46.090 ENTITLED "SCHEDULE AND PROCESS FOR CTR REPORTS; PROGRAM REVIEW AND IMPLEMENTATION," AND SECTION 10.46.100 ENTITLED "PENALTY FOR VIOLATION;" PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, motor vehicle emissions are a major source of air pollution, and air pollution causes significant harm to public health and degrades the quality of the environment; and

WHEREAS, increasing motor vehicle traffic aggravates traffic congestion in the City of Issaquah; and

WHEREAS, traffic congestion imposes significant costs on City businesses, governmental agencies, and individuals in terms of lost working hours and delays in the delivery of goods and services, in addition to making the City a less desirable place to live, work, visit, and do business; and

WHEREAS, capital and environmental costs of fully accommodating the existing and projected motor vehicle traffic on roads and highways are prohibitive, while decreasing the demand for vehicle trips is significantly less costly, and is at least as effective in reducing traffic

congestion and its impacts as constructing new transportation facilities; and

WHEREAS, employers have significant opportunities to encourage and facilitate the reduction of single-occupant vehicle commuting by employees; and

WHEREAS, Washington State policy, as set forth in RCW 70.94.521 through 70.94.551 and the CTR Task Force Guidelines, require the City of Issaquah to develop and implement a plan to reduce single-occupant vehicle commute trips; and

WHEREAS, the plan must require affected employers to implement programs to reduce vehicle miles traveled per employee and the number of single-occupant vehicles used for commuting purposes by their employees, and

WHEREAS, a transportation demand management element is required as part of the Washington State Growth Management Act (RCW 36.70A.070(6e)); and

WHEREAS, adoption of this ordinance will promote the public, health, safety, and general welfare within the City of Issaquah and the region; and

WHEREAS, this ordinance is consistent with the CTR Task Force Guidelines; and

WHEREAS, the intent of the changes to the CTR Plan are to provide employers with additional flexibility when implementing CTR programs and to ultimately develop more efficient and effective programs; and

WHEREAS, RCW 70.94.527 requires local jurisdictions to incorporate these changes into their local CTR Plans; and

WHEREAS, the City recognizes the importance of increasing individual citizens' awareness of air quality, energy consumption, and traffic congestion and the contribution individual actions can make toward addressing these issues; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1. Section 10.46.010 of the Issaquah Municipal Code entitled
"Definitions," is hereby amended to read as follows:

10.46.010 Definitions. For the purpose of this chapter, the
following definitions shall apply in the interpretation and
enforcement of this chapter.

A. "Affected Employee" means a full-time employee who is
scheduled to begin his or her regular work day at a single work site
between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more
weekdays per week for at least twelve continuous months.

B. "Affected Employer" means an employer that employs 100
or more full-time employees at a single work site who are scheduled
to begin their regular work day between 6:00 a.m. and 9:00 a.m.
(inclusive) on two or more weekdays for at least twelve continuous
months. The individual employees may vary during the year.
Construction work sites, when the expected duration of the
construction is less than two years, are excluded from this definition.

C. "Alternate Mode" means any type of commute transportation
other than that in which the single-occupant motor vehicle is the
dominant mode, including telecommuting and compressed work
weeks, if they result in reducing commute trips.

D. "Alternative Work Schedule" means programs which
eliminate peak period work trips for affected employees such as
compressed work weeks, flex-time, and working on Saturday and/or
Sunday.

E. "Base Year" means the on which goals for vehicle miles
traveled (VMT) per employee and proportion of single-occupant
vehicle (SOV) trips shall be based.

F. "Carpool" means a motor vehicle occupied by two (2) to six
(6) people traveling together for their commute trip that results in the
reduction of a minimum of one motor vehicle commute trip.

G. "City" means the City of Issaquah, Washington.

H. "Commute Trips" means trips made from an employee's home to a work site with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m." (inclusive) on weekdays.

I. "CTR Plan" means the City, of Issaquah's plan, as set forth in this chapter, to regulate and administer the CTR programs of affected employers within its jurisdiction.

J. "CTR Program" means an employer's strategies to reduce affected employees' SOV use and VMT per employee.

K. "CTR Zone" means an area, such as a census tract or a combination of census tracts, within the City, that is characterized by similar employment density, population density, level of transit service, parking availability, access to high occupancy vehicle facilities, and other factors that are determined to affect the level of SOV commuting.

L. "Compressed Work Week" means an alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one work day every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee. This definition is primarily intended to include weekly and bi-weekly arrangements, the most typical being four ten (10) hour days or eighty (80) hours in nine (9) days, but may also include other arrangements. Compressed work weeks are considered an ongoing arrangement.

M. "Employer" means a sole proprietorship, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, whether public or private, non-profit, or private, that employs employees.

N. "Exemption" means a waiver from CTR program requirements granted to an employer by the City based on unique conditions that apply to the employer or employment site.

O. "Flex-Time" is an employer policy allowing individual employees some flexibility in choosing the schedule of working hours, but not the number of working hours, in order to facilitate the use of alternative modes.

P. "Full-Time Employee" means a person other than an

independent contractor, scheduled to be employed on a continuous basis for fifty-two (52) weeks for an average of at least thirty-five (35) hours per week.

Q. "Good faith effort" means that an employer has met the minimum requirements identified in RCW 70.94.531 and this plan and is working collaboratively with the City to continue its existing CTR program or is developing and implementing program modifications likely to result in improvements to its CTR program over an agreed upon length of time.

R. "Implementation" means active pursuit by an employer of the CTR goals of RCW 70.94.521 through 70.94.551 and this chapter as evidenced by: the appointment of a transportation coordinator; distribution of information to employees regarding alternatives to SOV commuting; and commencement of other measures according to the CTR program and schedule.

S. "Mode" means the means of transportation used by employees, such as single-occupant motor vehicle, rideshare vehicle (carpool, vanpool), transit, ferry, bicycle, walking, compressed work schedule and telecommuting.

T. "Notice" means written communication delivered via the United States Postal Service with receipt deemed accepted three days following the day on which the notice was deposited with the Postal Service unless the third day falls on a weekend or legal holiday in which case the notice is deemed accepted the day after the weekend or legal holiday.

U. "Peak Period" means the hours from 6:00 a.m. to 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

V. "Peak Period Trip" means an employee trip that delivers the employee to begin his or her regular workday between 6:00 a.m. and 9:00 a.m. (inclusive), Monday through Friday, except legal holidays.

W. "Proportion of Single-Occupant Vehicle Trips" or "SOV Rate" means the number of commute trips over a set period made by affected employees in SOVs divided by the number of affected employees working during that period.

X. "Single-Occupant Vehicle (SOV)" means a motor vehicle occupied by one (1) employee for commute purposes, including a

motorcycle.

Y. "Single-Occupant Vehicle (SOV) Trips" means trips made by affected employees in sovs.

Z. "Single Worksite" means a building or group of buildings on physically contiguous parcels of land, or on parcels separated solely by private or public roadways or rights-of-way, occupied by one or more affected employers.

AA. "Telecommuting" means the use of telephones, computers, or other similar technology to permit an employee to work from home, thereby eliminating a commute trip, or to work from a work place closer to home, reducing the distance traveled in a commute trip by at least half.

BB. "Transit" means a multiple-occupant vehicle operated on a for-hire, shared-ride basis, including bus, ferry, rail, shared-ride taxi, shuttle bus, or vanpool. A transit trip counts as zero (0) vehicle trips.

CC. "Transportation Management Association (TMA)" means a group of employers, or an association representing a group of employers, in a defined geographic area. A TMA may represent employers within specific city limits, or may have a sphere of influence that extends beyond city limits.

DD. "Vanpool" means a vehicle occupied by seven (7) to fifteen (15) people traveling together for their commute trip that results in the reduction of a minimum of one motor vehicle trip. A vanpool trip counts as zero (0) vehicle trips.

EE. "Vehicle Miles Traveled (VMT) Per Employee" means the sum of the individual vehicle commute trip lengths in miles made by affected employees over a set period divided by the number of affected employees during that period.

FF. "Week" means a seven (7) day calendar period, starting on Monday and continuing through Sunday.

GG. "Weekday" means any day of the week except Saturday or Sunday.

Section 2. Section 10.46.020 of the Issaquah Municipal Code is hereby

amended to read as follows:

10.46.020 Commute trip reduction goals. The commute trip reduction goals for affected employers are to achieve the following reductions in vehicle miles traveled per employee, as well as in the proportion of single-occupant vehicles using 1992 as the base year value of the CTR zone for the City of Issaquah:

- A. Fifteen percent (15%) by January 1, 1995
- B. Twenty percent (20%) by January 1, 1997
- C. Twenty-five percent (25%) by January 1, 1999
- D. Thirty-five percent (35%) by January 1, 2005.

Section 3. Section 10.46.060 of the Issaquah Municipal Code is hereby

amended to read as follows:

10.46.060 Applicability. The provisions of this chapter shall apply to any affected employer at any single worksite within the corporate limits of the City. Employees will only be counted at their primary worksite. The following classifications of employees are excluded from the counts of employees:

- 1. Seasonal agricultural employees, including seasonal employees of processors of agricultural products.
- 2. Employees of construction worksites when the expected duration of the construction is less than two years.

A. Notification of applicability.

1. In addition to the City's established public notification for adoption of this chapter, a notice of availability of a summary of this chapter, a notice of the requirements and criteria for affected employers to comply with the chapter, and subsequent revisions shall be published at least once in a newspaper of general circulation in the City within thirty (30) days after passage of this chapter or subsequent revisions. The City will publish a summary of the chapter including a notice of the requirements and criteria for affected employers to comply with the chapter, at a minimum of once each year within thirty (30) days of the anniversary date of the chapter.
2. Known affected employers located in the City shall receive formal written notification that they are subject to this chapter within thirty (30) days after passage of this chapter.
3. Affected employers that, for whatever reason, do not receive notice within thirty (30) days of passage of the chapter must identify themselves to the City within one hundred and eighty (180) days of the passage of the chapter. Such employers will be granted time to develop and submit a CTR program.
4. Any existing employer of seventy-five (75) or more persons who obtains a City business license subsequent to the passage of this chapter, will be required to complete an Employer Assessment Form, available at the Public Works Department. The Employer Assessment Form provides a way to assess whether or not an employer will be deemed affected or non-affected in accordance with the provisions of this chapter.

B. New affected employers.

Employers that meet the definition of "Affected Employers" must identify themselves to the City within one hundred and eighty (180) days of either moving into the boundaries of the City or growing in employment At a worksite to one hundred (100) or more affected

employees. Such employers shall be granted a minimum of one hundred and fifty (150) days to develop and submit a CTR program.

Employers that do not identify themselves within one hundred and eighty (180) days are in violation and subject to penalties described in section 10.46.100 of this chapter. With respect to the CTR goals for affected employers specified in Section 10.46.020, from the time such employers begin their program, they shall have two years to meet the first CTR goal of fifteen percent (15%) reduction from the base year values, four years to meet the second goal of a twenty percent (20%) reduction, six years to meet the third goal of a twenty-five percent (25%) reduction, and twelve years to meet the fourth goal of a thirty-five percent (35%), from the time they begin their program.

C. Change in status as an affected employer.

Any of the following changes in an employer's status will change the employer's CTR program requirements:

1. If an employer initially designated as an affected employer no longer employs one hundred (100) or more affected employees and has not employed one hundred (100) or more affected employees for the past twelve months, that employer is no longer an affected employer. It is the responsibility of the employer to provide documentation to the City that it is no longer an affected employer.
2. If the same employer returns to the level of one hundred (100) or more affected employees within the same twelve (12) months, that employer will be considered an affected employer for the entire 12 months, and will be subject to the same program requirements as other affected employers.
3. If the same employer returns to the level of one hundred (100) or more affected employees twelve (12) or more months after its change in status to an "unaffected" employer, that employer shall be treated as a new affected employer, and will be subject to the same program requirements as other new affected employers.

Section 4. Section 10.46.070 of the Issaquah Municipal Code is hereby

amended to read as follows:

10.46.070 Requirements for affected employers. An affected employer is required to make a good faith effort as defined in RCW 70.94.534 (2) and this plan, to develop and implement a CTR program that will encourage its employees to reduce VMT per employee and SOV commute trips. The CTR program must include the mandatory elements described below, including submittal of a CTR program description and annual progress report.

The CTR program description presents the strategies to be undertaken by an employer to achieve the commute trip reduction goals for each goal year. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees' commuting needs. Employers are further encouraged to cooperate with each other and to form or use transportation management organizations in developing and implementing CTR programs.

A. Description of affected employer's CTR program.

Each affected employer is required to submit a description of its CTR program to the City on the official form available from the Public Works Department. At a minimum, the employers description must include:

1. General description of the employment site location, transportation characteristics, and surrounding services, including unique conditions experienced by the employer or its employees;
2. Number of employees affected by the CTR program;
3. Documentation of compliance with the mandatory CTR program elements (as described in subsection B. of this section);
4. Description of the additional elements included in the CTR program; and

5. Schedule of implementation, assignment of responsibilities, and commitment to provide appropriate resources.

B. Mandatory program elements.

Each affected employer's CTR program shall include the following mandatory elements:

1. Transportation coordinator.

The affected employer shall designate a transportation coordinator to administer the CTR program. The name, location, and telephone number of the coordinator or designee must be displayed prominently at each affected worksite. The coordinator shall oversee all elements of the employer's CTR program and act as liaison between the employer and the City. An affected employer with multiple sites may have one transportation coordinator for all sites.

2. Information distribution.

Information about alternatives to SOV commuting shall be provided to employees at least once a year. This shall consist of, at a minimum, a summary of the employer's program, including the transportation coordinator's name and telephone number. Employers must also provide a summary of their program to all new employees at the time of hire. Each employer's program description and annual report must describe what information is to be distributed by the employer and the method of distribution.

3. Annual progress report.

The CTR program must include an annual review of employee commuting and a reporting of progress toward meeting the SOV reduction goals. Affected employers shall file a progress report annually with the City. The employer should contact the City or Public Works Department for the format of the report. Survey information, or approved alternative information, shall be required in the 1995, 1997, 1999, 2001, 2003 and 2005 reports.

4. Additional program elements.

In addition to the specific program elements described above, the employer's CTR program shall include a set of measures designed to meet CTR goals, as set forth in RCW 70.94.531(2)(d).

Section 5. Section 10.46.090 of the Issaquah Municipal Code is hereby amended to read as follows:

10.46.090 Schedule and process for CTR reports; program review and implementation.

A. CTR Program.

Not more than six (6) months after the adoption of this chapter, or within six (6) months after an employer qualified as an affected employer under the provisions of this chapter, the employer shall develop a CTR program and shall submit to the City a description of that program for review.

B. CTR annual reporting date.

Upon review of an employer's initial CTR program, the City shall establish the employer's annual reporting date, which shall not be less than twelve (12) months from the day the program is submitted. Each year, on the employer's reporting date, the employer shall submit to the City the annual CTR report.

C. Program review.

The City shall provide the employer with written notification if a CTR program is deemed unacceptable. The notification must give cause for any rejection. If the employer receives no written notification of extension of the review period of its CTR program or comment on the CTR program or annual report within 90 days of submission, the employer's program or annual report is deemed accepted. The City may extend the review period up to 90 days. The implementation date for the employer's CTR program will be extended an equivalent number of days.

D. Program modification criteria.

The following criteria for achieving goals for VMT per employee and proportion of SOV trips shall be applied in determining requirements for employer CTR program modifications:

1. If an employer makes a good faith effort, as defined in RCW 70.94.534(2) and this ordinance, and meets either or both goals, the employer has satisfied the objectives of the CTR plan and will not be required to modify the CTR program;
2. If an employer makes a good faith effort, as defined in RCW 70.94.534(2) and this ordinance, but has not met or is not likely to meet the applicable SOV or VMT goal, the City shall work collaboratively with the employer to make modifications to the CTR program. After agreeing on modifications, the employer shall submit a revised CTR program description for City approval within 30 days.
3. If an employer fails to make a good faith effort as defined in RCW 70.94.534(2) and this ordinance, and fails to meet the applicable SOV or VMT reduction goal, the City shall work collaboratively with the employer to identify modifications to the CTR program and shall direct the employer to revise its program within 30 days of receiving written notice from the City to incorporate the modifications. In response to the recommended modifications, the employer shall submit a revised CTR program description, including the requested modifications or equivalent measures, within 30 days. The City shall review the revisions and notify the employer of acceptance or rejection of the revised program. If a revised program is not acceptable, the City will send written notice to that effect to the employer within 30 days and, if necessary, require the employer to attend a conference with program review staff for the purpose of reaching a consensus on the required program. A final decision on the required program will be issued in writing by the City within 10 working days of the conference.

E. Implementation of Employers CTR Program.

The employer shall implement the approved CTR program not more than one hundred and eighty (180) days after the program was first submitted to the City, unless extensions allow for late implementation.

F. Exemptions.

An affected employer may request the City to grant an exemption from CTR program requirements for a particular worksite. An exemption may be granted if and only if the affected employer demonstrates that it faces an extraordinary circumstance as a result of the characteristics of its business, its work force, or its location(s) and is unable to implement measures that could reduce the proportion of SOV trips and VMT per employee. Requests for exemptions applying to the initial

program submittal are due within three months after the employer has been notified that is subject to this ordinance and thereafter requests can be made at any time. Requests must be made in writing by certified mail or delivery, return receipt. The City shall review annually all employers receiving exemptions, and shall determine whether the exemption will continue to be in effect during the following program year.

Specific employees or groups of employees who are required to drive alone to work as a condition of employment may be exempted from a worksite's CTR program. Exemptions may also be granted for employees who work variable shifts throughout the year and who do not rotate as a group to identical shifts. The City shall use the criteria identified in the CTR Task Force Guidelines to assess the validity of employee exemption requests, and shall determine whether the exemption will be in effect during the following program year.

G. Goal modification.

An affected employer may request that the City modify its CTR program goals. Such requests shall be filed in writing at least 60 days prior to the date the worksite is required to submit its program description and annual report. The goal modification request must clearly explain why the worksite is unable to achieve the applicable goal. The worksite must also demonstrate that it has implemented all of the elements contained in its approved CTR program. The City will review and grant or deny requests for goal modifications in accordance with procedures and criteria identified in the CTR Task Force guidelines. An employer may not request a modification of the applicable goals until one year after City approval of its initial program description and annual report.

All requests for modification of CTR program goals must be made in writing by certified mail or delivery, return receipt.

H. Modification of CTR program elements.

If an employer wants to change a particular aspect of its CTR program during the period of time between annual reporting dates, the employer must contact the City.

I. Extensions.

An employer may request additional time to submit a CTR program or CTR annual progress report, or to implement or modify a program. Such requests shall be made in writing before the due date for which the extension is being requested. Requests for extensions must be made prior to the due date anytime a program submission is going to be more than one week late. Extensions not to exceed 90 days shall be

considered for reasonable causes. Employers will be limited to a total of 90 allowed extension days per year. Extensions shall not exempt an employer from any responsibility in meeting program goals. Extensions granted due to delays or difficulties with any program element(s) shall not be cause for discontinuing or failing to implement other program elements. An employer's annual reporting date shall not be adjusted permanently as a result of these extensions. An employer's annual reporting date may be extended at the discretion of the Public Works Director or designee.

J. Credit for programs implemented prior to the base year.

Employers with successful TDM programs implemented prior to the base year may be eligible to apply for program exemption credit, which exempts them from most program requirements. Affected employers wishing to receive credit for the results of existing TDM efforts may do so by applying to the City within 90 days of the adoption of this ordinance. Application shall include data from a survey of employees or equivalent to establish the applicant's VMT per employee and proportion of SOV trips. The survey or equivalent data shall conform to all applicable standards established in the CTR Task Force Guidelines. The employer shall be considered to have met the first measurement goals if their VMT per employee and proportion of SOV trips are equivalent to a 12 percent or greater reduction from the final base year CTR zone values. This three percentage point credit applies only to the first measurement goals.

K. Credit for alternative work schedules, telecommuting, bicycling and walking, by affected employees.

1. The City will count commute trips eliminated through alternative work schedules, telecommuting options, bicycling and walking as 1.2 vehicle trips eliminated. This assumption applies to both the proportion of SOV trips and VMT per employee.
2. This type of credit is applied when calculating the SOV and VMT rates of affected employers.

L. Employer peer review group.

1. Purpose and appointment of members

The City may appoint member(s) from affected employers to regional or subregional employer peer review groups created through interlocal agreement with other jurisdictions. The specific functions of the peer review group shall be determined by the interlocal agreement.

2. Limitations of peer review group

Any peer group shall be advisory in nature. The City shall not be bound by any comments or recommendations of any peer review group.

M. Appeals

Employers may file a written appeal of the City's final decisions regarding the following actions:

1. Rejection of an employer's proposed program.
2. Denial of an employer's request for an exemption or modification of any of the requirements under this ordinance or a modification of the employer's program.
3. Denial of credits requested under Subsection 10.46.090(K).

N. Enforcement

1. Compliance

For purposes of this section, compliance shall mean fully implementing in good faith all provisions in an approved CTR program.

2. Violations

The following actions shall constitute a violation of this ordinance:

- a. Failure to implement an approved CTR program, unless the program elements that are carried out can be shown through quantifiable evidence to meet or exceed VMT and SOV goals as specified in this ordinance. Failure to implement a CTR program includes but is not limited to :
 - 1) Failure of any affected employer to submit a complete CTR program within the deadlines specified in Subsection 10.49.090(A) of this ordinance.
 - 2) Failure to submit required documentation for annual reports.
 - 3) Submission of fraudulent data.
- b. Failure to modify a CTR program found to be unacceptable by the City under Subsection 10.49.090(D).
- c. Failure to make a good faith effort, as defined in RCW 70.94.534 and this ordinance.

Section 6. Section 10.46.100 of the Issaquah Municipal Code is hereby amended to read as follows:

10.46.100 Penalty for violation. No affected employer with an approved CTR program which has made a good faith effort may be held liable for failure to reach the applicable SOV or VMT goal. Any employer who fails to implement a CTR program or to modify its CTR program as required in subsection 10.46.090(E) of this chapter may be subject to civil penalties as provided in Chapter 7.80 RCW. No affected employer shall be liable for civil penalties under this chapter if failure to achieve a CTR program goal was the result of an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by the employer and pursued in good faith. Unionized employers shall be presumed to act in good faith compliance if they:

1. Propose to a recognized union any provision of the employer's CTR program that is subject to bargaining as defined by the National Labor Relations Act; and
2. Advise the union of the existence of the statute and the mandates of the CTR program approved by the City and advise the union that the proposal being made is necessary for compliance with state law (RCW 70.94.531).

Section 7. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 8. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

Passed by the City Council of the City of Issaquah, the 5th day of

April, 1999.

Approved by the Mayor of the City of Issaquah the 5th day of

April, 1999.

APPROVED:

Ava Frisinger
AVA FRISINGER, MAYOR

ATTEST/AUTHENTICATED:

Linda Ruehle
CITY CLERK, LINDA RUEHLE

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY [Signature]

FILED WITH THE CITY CLERK: 3-31-99
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